

INFORMATION REPORT

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COUNTRY USSR (Karelo-Finnish SSR)

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SUBJECT Shipyard at Petrozavodsk

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THIS IS UNEVALUATED INFORMATION

1. The shipyard on Lake Onega (Onezhs'koe Ozero), 2 to 3 km southeast of Petrozavodsk (61°04'N/34°20'E), designated Shipyard No 739, while it was the Zarya Shipyard, subordinate to the Ministry for Inland Waterway Traffic. The shipyard, managed by Gruenberg (fnn), had spur tracks to the Petrozavodsk railroad station as well as a track system in the plant yard. The shipyard, an old plant, had its machinery evacuated during the Russo-Finnish war and the remaining installations demolished. Reconstruction had been under way since 1945-1946. In the middle of 1947 the shipyard had been restored sufficiently for production to be resumed. However, building work was not yet completed even in March 1949. The shipyard covered an area of about 1,000 x 500 meters. *
2. The shipyard built small diesel-powered vessels such as fishing vessels and coastguard cutters. The boats were built as composite vessels, having metal ribs and wooden planks. The following data are supplied on these boats.

Length in meters	21	40	35	25	18	25	50	10	30
Width in meters	6-6.5	7	4-5	5	2.5	7		3	8
Molded depth in meters	5-5.5							3	6
Draught in meters	2								
Power (Diesel)	90HP	Coyl	100HP						
Crew	15-18			15					
Tonnage (g.r.t.)		50	100	70		70		2	100
Waste				2				2	
Gun mounts			1	1					

At least up to the middle of 1947, the yard also seems to have repaired captured German vessels of similar size and submarines. The plant got its Diesel engines and section iron, among other things, from outside sources.

3. The construction of new boats was resumed at the beginning of August-September 1947. Two ships had been completed by the end of October 1947, and a third one was under construction at that time. Ten boats were completed from

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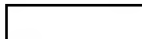
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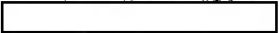
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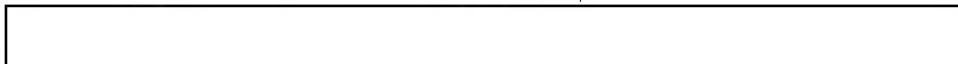


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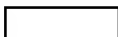
fall 1947 to May 1948; by then monthly capacity had increased from one ship to two ships, and ten ships were under construction simultaneously. From January to September 1948 the yard built 24 ships. The 1948 quota was 27 ships and the twenty-sixth ship was launched in November. The launching of one boat in ten days, or 36 ships per year, was the production target. A weekly output of one ship was indicated for March 1949, so a production of about 50 ships can be anticipated for 1949. The acceptance of completed ships was done by naval soldiers. The ships left for Leningrad under their own steam.

4. The total work force at the shipyard was about 3,000 workmen and 250 P.M.'s. The Soviet workmen worked in three 8-hour shifts.  25X1
the employment of German experts in the plant management, among them a former employee of the Blohm & Voess Plant in Hamburg.
5. The landside part of the shipyard was surrounded by a barbed wire fence with watch towers and searchlights. Guard duty was done by male and female armed military sentries.

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